

PROJECT: BRAC Intersections near Fort Meade

DESCRIPTION: Design and construct intersection improvements at key locations along access routes to Fort Meade. Bicycle and pedestrian facilities will be provided where appropriate.

JUSTIFICATION: Improved access to Fort Meade is a vital component needed to accommodate the increase of employment as a result of BRAC. These intersection improvements will improve safety, capacity and operations in the near-term.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 175, MD 295 to MD 170 (Anne Arundel County Line 7)
 MD 198, MD 295 to MD 32 (Anne Arundel County Line 8)

Federal Funding By Year of Obligation

PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	203	0	0	0	0	PLH
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: The cost decrease of \$16.3 million due to economic downturn.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,264	250	3,700	2,314	0	0	0	0	6,014	0
Right-of-way	11,000	0	0	1,000	10,000	0	0	0	11,000	0
Construction	14,324	0	0	0	7,912	6,412	0	0	14,324	0
Total	31,588	250	3,700	3,314	17,912	6,412	0	0	31,338	0
Federal-Aid	453	250	203	0	0	0	0	0	203	0

FUNCTION:

STATE - N/A

FEDERAL - N/A

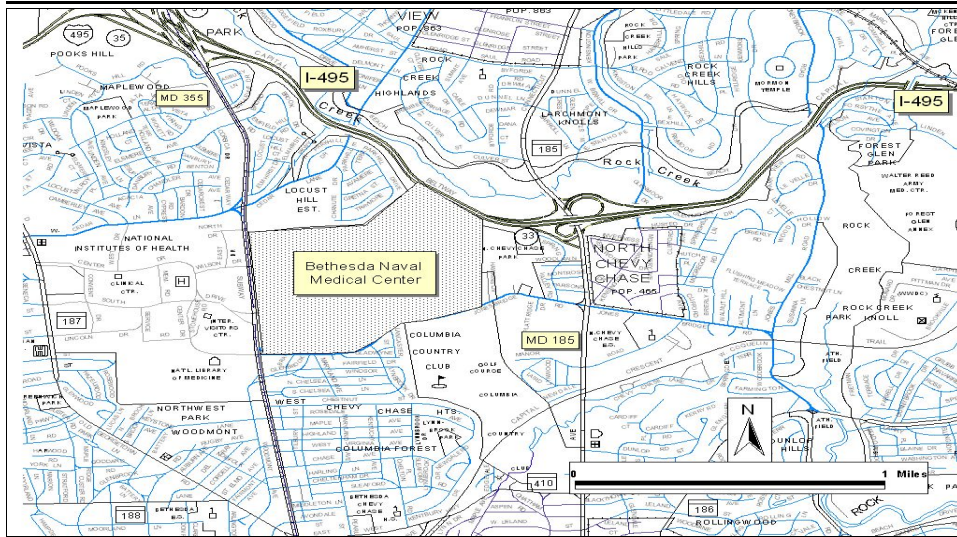
STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - N/A

PROJECTED (2030) - N/A

OPERATING COST IMPACT N/A



PROJECT: BRAC Intersections near Bethesda Naval Center

DESCRIPTION: Design and construct intersection improvements at key locations along access routes to Bethesda Naval Center. Bicycles and pedestrian facilities will be provided where appropriate.

JUSTIFICATION: Improved access to Bethesda Naval Center is a vital component needed to accommodate the increase of employment as a result of BRAC. These intersections improvements will improve safety, capacity and operations in the near-term.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	2045	0	0	0	0	OEA Grant/PLH
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: The cost decrease of \$14.1 million is due to economic downturn.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,100	250	3,050	2,800	0	0	0	0	5,850	0
Right-of-way	17,215	0	2,215	15,000	0	0	0	0	17,215	0
Construction	7,950	0	0	5,715	2,235	0	0	0	7,950	0
Total	31,265	250	5,265	23,515	2,235	0	0	0	31,015	0
Federal-Aid	2,270	225	2,045	0	0	0	0	0	2,045	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

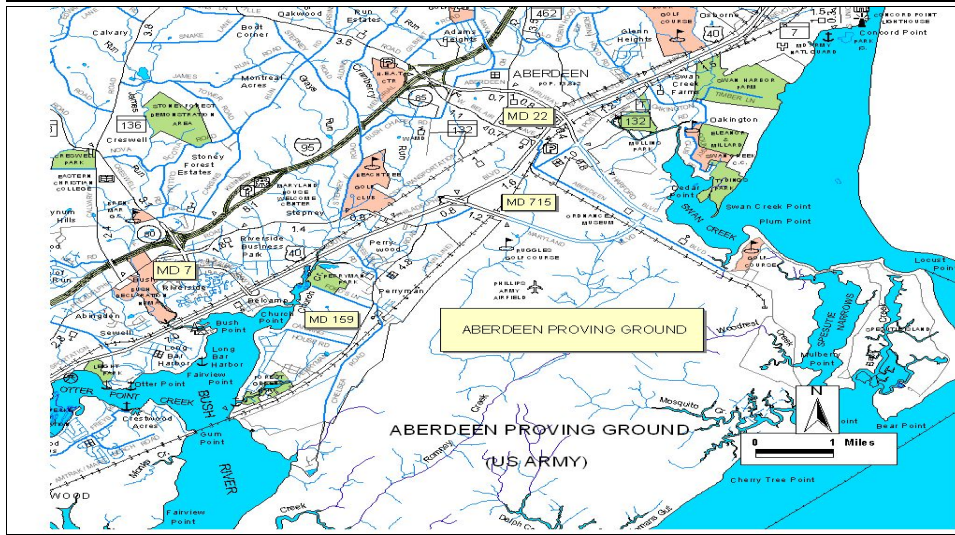
STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - N/A

PROJECTED (2030) - N/A

OPERATING COST IMPACT N/A



PROJECT: BRAC Intersections near Aberdeen Proving Grounds

DESCRIPTION: Design and construct intersection improvements at key locations along access routes to Aberdeen Proving Grounds. Bicycle and pedestrian facilities will be provided where appropriate.

JUSTIFICATION: Improved access to Aberdeen Proving Grounds is a vital component needed to accommodate the increase of employment as a result of BRAC. These intersection improvements will improve safety, capacity and operations in the near-term.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

MD 24, Interchange at I-95 (Harford County Line 1)
 Perryman, Access Study (Harford County Line 4)
 US 40, Interchange at MD 715 (Harford County Line 7)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: The cost decrease of \$14.1 million is due to economic downturn.

Federal Funding By Year of Obligation

PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	2497	0	0	0	0	OEA Grant/PLH
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	10,500	250	5,300	4,950	0	0	0	0	10,250	0
Right-of-way	1,611	0	1,611	0	0	0	0	0	1,611	0
Construction	19,771	0	0	12,612	7,159	0	0	0	19,771	0
Total	31,882	250	6,911	17,562	7,159	0	0	0	31,632	0
Federal-Aid	2,722	225	2,497	0	0	0	0	0	2,497	0

FUNCTION:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - N/A

PROJECTED (2030) - N/A

OPERATING COST IMPACT N/A

MARYLAND DEPARTMENT OF TRANSPORTATION BRAC ACTIVITIES

Base Realignment and Closure (BRAC) encompasses the arrival of new residents, jobs, and national defense and security activities into Maryland by September, 2011. As a result of the Federally-established 2005 BRAC Commission's decision to relocate several thousand jobs from outside the State to five Maryland military installations, BRAC will bring a myriad of benefits and challenges to the State, including the provision of additional transportation infrastructure to support the growth Maryland will experience due to impending BRAC movements, to preserve Marylanders' quality of life.

Maryland is one of the few states benefiting from BRAC by gaining 26,000 direct positions, with Aberdeen Proving Ground and Fort George G. Meade bearing the most growth. Somewhat unique to Maryland is that nearly all of the 26,000 jobs are to be filled by civilian employees who are not authorized to live on the bases. When indirect and tertiary positions are factored into the equation, Maryland stands to gain between 45,000 and 60,000 new jobs – the greatest economic growth the State will have experienced since World War II. It is important to note that this represents both BRAC and other federal and Department of Defense (DoD) decisions. According to the Maryland Department of Business and Economic Development, the five Maryland military installations expected to have significant increases in personnel resulting from BRAC and non-BRAC related growth are:

- Fort George G. Meade in Anne Arundel County is expected to add 5,700 jobs due directly to BRAC, over 4,000 jobs due to ongoing National Security Agency and other Army and DoD growth, and over 10,000 jobs from Enhanced Use Lease (EUL) related growth through time (beyond the BRAC window of 2011);
- Aberdeen Proving Ground in Harford County is expected to add approximately 8,200 direct BRAC jobs on base, as well as 6,000 indirect and induced jobs, and 3,000 to 5,000 new jobs from EUL related growth through time (beyond the BRAC window of 2011);
- National Naval Medical Center at Bethesda in Montgomery County is expected to add approximately 2,500 new personnel due to BRAC, including 1,750 from the Walter Reed Army Medical Center, in addition to a doubling of patient load;
- Fort Detrick in Frederick County is expected to add approximately 2,000 jobs total, 220 of which will be due directly to BRAC; and
- Andrews Air Force Base in Prince George's County is expected to add approximately 3,000 jobs total, 600 of which will be due directly to BRAC.

How is Maryland Preparing for BRAC?

Outreach efforts also continue with communities and stakeholder groups throughout the State. MDOT's work is also done in concert with the State of Maryland's Subcabinet on BRAC, chaired by the Lt. Governor, which was established by the Governor and the General Assembly to "coordinate State activities and work with the federal and local governments to prepare for and accommodate incoming households and jobs while sustaining and enhancing the quality of life throughout the State". MDOT prepared a section of the State of Maryland's *BRAC Action Plan* for the Subcabinet, outlining policies, projects and legislation needed for Maryland to respond to BRAC. The

MARYLAND DEPARTMENT OF TRANSPORTATION BRAC ACTIVITIES

State of Maryland's *BRAC Action Plan* outlines specific investments to meet the transportation needs of BRAC in Maryland. Transportation action items listed in the *BRAC Action Plan* are included in the table below, with references to specific project information forms (PIFs).

The *BRAC Action Plan* also proposed legislation – passed by the General Assembly in 2008 – to allow for the designation of “BRAC Revitalization and Incentive Zones” as a mechanism for local governments to provide State financing support for public infrastructure in areas targeted for BRAC growth. In addition, the same legislation empowered local governments to negotiate for transportation improvements with developers of Enhanced Use Lease projects, which are otherwise exempt from local mitigation requirements.

The State's *BRAC Action Plan* may be accessed at <http://www.gov.state.md.us/brac/index.asp>, or by contacting the BRAC Subcabinet at (410) 260-6116 (phone) or (410) 974-5615 (fax).

MDOT's Approach to BRAC

MDOT's mission for BRAC is “*to facilitate the safe and efficient movement of people and goods to support Maryland's military installations while sustaining and enhancing the quality of transportation and Maryland's communities throughout the State.*” This mission will be achieved through the collaborative work of MDOT's modal agencies: the Maryland Transit Administration (MTA), State Highway Administration (SHA), Motor Vehicle Administration (MVA), Maryland Port Administration (MPA), Maryland Aviation Administration (MAA), and Maryland Transportation Authority (MdTA).

MDOT has taken a proactive approach in planning for – and now implementing – a coordinated response to the projected increase in demand on the transportation system as a result of BRAC. MDOT's coordinated effort is reflected through the transportation planning process, involving consultation and collaboration with local governments, as well as regional, State and federal partners, including the BRAC-impacted military installations. BRAC is a challenge for transportation in terms of both time and funding; major transportation projects may take 8-14 years to plan, design, fund and construct, while the BRAC moves will be implemented by mid-2011. To address the challenges of time and funding, MDOT relies on a “*high/low*” investment strategy to fund and deliver BRAC-related transportation projects.

Under the “*high/low*” strategy, lower-cost improvements that can be implemented quickly (low strategy) have been targeted for potential completion prior to 2011, while higher-cost, major higher-capacity projects will be implemented over time. Many of the long-term projects identified in the draft FY 2009-2014 CTP as BRAC-related are major projects that pre-date the 2005 BRAC decisions. These projects were already needed for overall regional growth, but are also needed to support access to Maryland's BRAC-impacted military installations.

MARYLAND DEPARTMENT OF TRANSPORTATION BRAC ACTIVITIES

Short-term BRAC projects include intersection improvements (see pp. SHA-SW-5 to SHA-SW-7), the evaluation of direct transit services, operating and maintenance needs, and system preservation projects. Under the BRAC Intersection Improvement Program, SHA analyzed projected near-term traffic impacts at 107 heavily impacted intersections near Aberdeen Proving Ground, Fort George G. Meade and Bethesda National Naval Medical Center. Intersections were then prioritized for improvement based on level of service, relative cost, environmental and socio-economic impacts and proximity to the installations. With federal funding assistance, 16 intersections are now in design for improvements, such as additional turn lanes and other minor improvements to maintain an acceptable level of service. In the Draft FY 09-14 CTP, \$98 million has been programmed for these intersection improvements, a decrease of approximately \$49 million from the FY 08-13 CTP. The BRAC Intersection Improvement Program is structured to allow for flexibility; available funding allows for priority intersections to continue advancing through the project development process, to the point where construction could begin once additional funding is identified. Continued federal assistance and additional local and private partnerships may allow for projects to advance to construction in the BRAC timeframe.

Long-term BRAC projects include several major highway projects such as the MD 175 and MD 198 Project Planning Studies at Fort George G. Meade. In addition, the MARC commuter rail system is also part of MDOT's "high" strategy. MARC serves an important role in Maryland's response to BRAC, serving both Fort George G. Meade and Aberdeen Proving Ground. At Governor O'Malley's direction, the MTA produced the "MARC Growth and Investment Plan" last year, an ambitious plan to triple MARC ridership by the year 2035. This Plan includes near-term and long-term projects in support of BRAC and regional mobility to be implemented over the next 25 years, which require the cooperation of both AMTRAK and CSX who own and operate the lines and will ultimately require significant money - \$3.9 billion in federal, State and private funding.

MDOT's BRAC strategy is in keeping with its commitment to Transit-Oriented Development (TOD) and Smart Growth. MDOT will aggressively promote TOD projects around the State's transit stations to accommodate growth in a more efficient and sustainable way by marketing property surrounding MARC, Metro, Light Rail, and other transit stations for development.

New funding approved by the General Assembly at the request of the Governor in 2007 allowed for additional investments in a balanced transportation system to be more responsive to the specific transportation needs around the BRAC-impacted Maryland military installations. However, requested projects continue to outstrip resources, requiring careful prioritization and staging of projects.

MARYLAND DEPARTMENT OF TRANSPORTATION

BRAC ACTIVITIES

STATEWIDE TRANSPORTATION		RESPONSIBLE STATE AGENCY	Status/CTP Page Reference
ACTION			
I. Promote Transportation Alternatives - Transit, Carpool, And Vanpool			
1) Implement the MARC Growth and Investment Plan, improving service for existing customers and providing for capacity and service.		MTA	MTA-8
2) Promote seamless transit connections and customer convenience to and on military installations.			
a. Develop MOUs to address security issues of direct service			
b. Work with APG and Ft. Meade on internal mobility for transit riders.		MTA	Ongoing
3) Complete Smart Card implementation to provide seamless connections between MTA transit services, WMATA, and LOTS.		MTA	Ongoing
4) Provide continual ride-share coordination, promoting transit options, cost-effective carpooling and van pooling.			
a. Add temporary coordinators for one-on-one support during BRAC influx.		MTA	Ongoing
b. Explore "Flex-car" service options			
5) Access feasibility in BRAC corridors for revitalizing communities through transportation improvements with emphasis on mass transit		MDP, DHCD, DBED, MDOT	Ongoing
II. Encourage Smart Growth with Transportation Policies and Projects			
1) Revive the Community Safety and Enhancement Program		MDOT	SHA-SW-2
2) Expand pedestrian and bicycle access			
a. Emphasize inclusion of sidewalks and bicycle lanes in SHA projects.			
b. Target potential BRAC transportation enhancement program funding for bicycle and pedestrian improvements		MDOT	Ongoing
3) Promote Transit-Oriented Development (TOD) projects along MARC and WMATA system, targeting mixed-use and walkable, vibrant communities.		MDOT, MDP	Ongoing
4) Promote growth in targeted municipalities and growth areas through marketing and investments such as evaluation of additional MARC stations.		MTA	Ongoing

MARYLAND DEPARTMENT OF TRANSPORTATION

BRAC ACTIVITIES

STATEWIDE TRANSPORTATION (continued)		RESPONSIBLE STATE AGENCY	Status/CTP Page Reference
ACTION			
III. Provide Customer Service			
1) Assess feasibility of new air service options at BWI Thurgood Marshall Airport to serve BRAC employees, contractors and families		MAA	Ongoing
2) Deploy MVA Mobile Vehicle for vehicle registration, licensing, and other services for relocating employees at BRAC installations		MVA	Anticipated in 2010- 2011
3) Participate in relocation fairs to promote transportation services for workers and families.		MTA	Ongoing

MARYLAND DEPARTMENT OF TRANSPORTATION

BRAC ACTIVITIES

ABERDEEN PROVING GROUND - TRANSPORTATION			RESPONSIBLE STATE AGENCY	Status/CTP Page Reference
ACTION				
I. Promote Transit Alternatives - Transit, Carpool, and Vanpool				
1) Evaluate additional direct transit service to APG through the Local Bus (LOTS) Harford and Cecil transit development plans			MTA	Ongoing
II. Implement Strategic Roadway Investments: Near-Term Transportation Improvements				
1) Conduct traffic study to identify needed intersection improvements			SHA	Complete
2) Implement bridge replacement construction for MD 7 structure over Cranberry Run			SHA	SHA-H-3
III. Implement CTP Transit Project Pipeline (FY 2009-2014 CTP)				
1) Implement ADA improvements and build station at Edgewood MARC Station			MTA	MTA-7
2) Planning and Engineering for assessment of transit needs for BRAC: APG-related studies				
a. Aberdeen MARC Station parking expansion			MTA	MTA-32
b. Aberdeen MARC Station Relocation Study				
c. BRAC Commuter Bus Study				
3) Support LOTS for Cecil and Harford Counties			MTA	MTA-26
4) New MARC Layover and Maintenance Facility at Aberdeen Proving Ground			MTA	MTA-2
IV. Implement CTP Highway Project Pipeline (FY 2009-2014 CTP)				
1) Concept Development for Perryman Access Study to provide improved access to MD 159/US 40			SHA	SHA-H-4
2) Implement key intersection improvements			SHA	SHA-SW-7, SHA-H-7
3) Interchange improvements and Express Toll Lanes for I-95 Section 100, from North of the I-895 Split to North of MD 43			MdTA	MdTA-1
4) Study for I-95 Section 200, from North of MD 43 to north of MD 22.			MdTA	MdTA-16
5) I-95/MD 24 Interchange Improvements at MD 24/MD 924/Tollgate Road			MdTA	MdTA-2, SHA-H-1

MARYLAND DEPARTMENT OF TRANSPORTATION

BRAC ACTIVITIES

ABERDEEN PROVING GROUND - TRANSPORTATION (continued)		
ACTION	RESPONSIBLE STATE AGENCY	Status/CTP Page Reference
6) JFK (I-95) Park & Ride Facilities, New Lots at MD 152 and MD 24 (Incorporated into I-95 Section 200 Study [item #4 above])	MdTA	MdTA-16
7) JFK (I-95) Toll Plaza Planning Study.	MdTA	MdTA-18
8) Expand and Improve the MD 152 Park & Ride Lot (Incorporated into I-95 Section 200 Study [item #4 above])	MdTA	MdTA-16
9) US 40 Hatem Bridge Deck Replacement, including the US 40 at MD 222 Intersection Break-Out Project.	MdTA	MdTA-15
10) Construction of MD 132 Resurfacing, MD 462 to Beards Hill Road.	SHA	SHA-H-9
11) Construction of MD 755 Community Safety and Enhancement, MD 24 to Willoughby Beach Road (Phase I)	SHA	SHA-H-9
12) US 40 Resurfacing, MD 152 to the MD 24 Overpass.	SHA	SHA-H-0
13) MD 152 Resurfacing, West of I-95 to APG Gate.	SHA	Complete

MARYLAND DEPARTMENT OF TRANSPORTATION

BRAC ACTIVITIES

FORT MEADE - TRANSPORTATION			
ACTION	RESPONSIBLE STATE AGENCY	Status/CTP Page Reference	
I. Promote Transit Options			
1) Evaluate additional direct transit service to Ft. Meade through the Local Bus (LOTS) Anne Arundel and Howard transit development plans.	MTA	Ongoing	
II. Implement Strategic Roadway Investments for near-term Transportation Improvements			
1) Conduct traffic study to identify needed intersection improvements	SHA	Complete	
III. Implement CTP Transit Project Pipeline (FY 2009-2014 CTP)			
1) Planning for Odenton MARC Station - structured 2,500+ space parking garage.	MTA	MTA-39	
2) Planning for Baltimore Washington Investment Corridor Study, to include MARC Market and Capacity Analyses (Greenbelt to BWI).	MTA	MTA-41	
3) Central Maryland Transit Maintenance Facility, Ft. Meade	MTA	MTA-33	
4) Support LOTS for Anne Arundel and Howard counties	MTA	MTA-26	
5) Planning and Engineering for assessment of transit needs for BRAC: Ft. Meade-related studies	MTA	MTA-32	
a. BRAC Commuter Bus Study			
IV. Implement CTP Highway Project Pipeline (FY 2009-2014 CTP)			
1) Planning Study for MD 175 from MD 170 to MD 295	SHA	SHA-AA-7	
2) Planning Study for MD 198, from MD 295 to MD 32	SHA	SHA-AA-8	
3) Implement key intersection improvements	SHA	SHA-SW-5	

MARYLAND DEPARTMENT OF TRANSPORTATION

BRAC ACTIVITIES

NATIONAL NAVAL MEDICAL CENTER (BETHESDA) - TRANSPORTATION				
ACTION		RESPONSIBLE STATE AGENCY	Status/CTP Page Reference	
I. Promote Transit Options				
1) Conduct feasibility study for new Medical Center Metrorail Station entrance		WMATA	WMATA-3	
2) Emphasize transit improvements, given a heavily urbanized setting.		WMATA, MTA	WMATA-3	
a. Evaluate potential WMATA bus service adjustments and improvements.			Ongoing	
b. Support local evaluation of direct shuttle service on base.				
II. Implement Strategic Roadway Investments: Near-Term Transportation Improvements				
1) Conduct traffic study to identify needed intersection improvements		SHA	Complete	
III. Implement CTP Transit Project Pipeline (FY 2009-2014 CTP)				
1) Planning and Engineering for assessment of transit needs for BRAC		MTA	MTA-32	
2) Support LOTS for Montgomery County and Montgomery County's Local Bus Program		MTA	MTA-28	
IV. Implement CTP Highway Project Pipeline (FY 2009-2014 CTP)				
1) Implement key intersection improvements		SHA	SHA-SW-6	
2) Review locally-proposed Capital Beltway access improvements, including feasibility and operational issues		SHA	Complete	

MARYLAND DEPARTMENT OF TRANSPORTATION

BRAC ACTIVITIES

FORT DETRICK - TRANSPORTATION			
ACTION		RESPONSIBLE STATE AGENCY	Status/CTP Page Reference
I. Implement Strategic Roadway Investments for near-term Transportation Improvements			
1) Conduct traffic study to identify needed intersection improvements		SHA	Ongoing
2) Review signal system along US 40 from US 15 to Waverly Drive		SHA	Complete
II. Implement CTP Transit Project Pipeline (FY 2009-2014 CTP)			
1) Support LOTS for Frederick County (FY '09)		MTA	MTA-26
III. Implement CTP Highway Project Pipeline (FY 2009-2014 CTP)			
1) Planning and Engineering for US 15 – New interchange at Monocacy Boulevard/Christopher Crossing.		SHA	SHA-F-10

ANDREWS AIR FORCE BASE - TRANSPORTATION			
ACTION		RESPONSIBLE STATE AGENCY	Status/CTP Page Reference
I. Implement Strategic Roadway Investments for near-term Transportation Improvements			
1) Conduct traffic study to identify needed intersection improvements		SHA	Ongoing (includes SHA-PG- 17)
II. Implement CTP Transit Project Pipeline (FY 2009-2014 CTP)			
1) Planning and Engineering for assessment of transit needs for BRAC		MTA	MTA-32
2) Planning for Southern Maryland Mass Transportation Analysis		MTA	MTA-34
3) Support LOTS for Prince George's County and Prince George's County Local Bus Program (FY '08)		MTA	MTA-29
III. Implement CTP Highway Project Pipeline (FY 2009-2014 CTP)			
1) Construct a new interchange at MD 4 and Suitland Parkway		SHA	SHA-PG-16



Maryland Department of Transportation
The Secretary's Office

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Secretary

Beverley K. Swaim-Staley
Deputy Secretary

***National economic downturn impact on Maryland BRAC
transportation projects***

Overview of Economic Impact

- National economic downturn requires MDOT defer \$1.1 billion in new projects over the FY 2009-2014 six-year program period, statewide.
- Maryland is fortunate that steps taken last year to bolster transportation funding will allow full funding of top MDOT priority of preserving the existing system.
 - System Preservation Program (existing roads, tunnels, transit) – fully funded
 - Bridge Program – fully funded
 - Safety Initiatives – fully funded
- Due to downturn, most new projects added to program last winter must be deferred.
- When economic conditions improve, MDOT will have projects ready to move forward.
- Variable still out there: How will federal government address its own transportation-funding shortfall?

Explanation of Funding Situation

- Economic downturn creating a fundamental realignment in transportation habits. People driving less, using less fuel, taking transit.
- As a result, State now encountering reduction in existing revenues to the Trust Fund:
 - **Fuel Tax –**
 - **Down \$18M** from the forecast for FY 2009 (typically grows 1%-2% per year. Growth now flat as Marylanders drive 4% less than a year ago.)
 - **Titling Tax –**
 - **Down \$82M** from the forecast for FY 2009 (vehicle sales also flat as car sales continue to lag for another year.)
 - **Other Revenues to TTF –**
 - **Down \$15M** from the forecast for FY 2009 (vehicle registration revenue down as fleet mix changes to lighter, more fuel efficient cars from SUVs)

BRAC projects

- ***BRAC remains a priority for MDOT*** – it was a priority as MDOT added projects last winter and remained a priority as MDOT deferred projects due to the economic downturn.
 - For instance, while most new transportation projects added to the program last winter have been deferred, MDOT continues to move forward with \$93.9 million for the BRAC Intersection Program.

- **MDOT will not slow design of improvements to 16 priority intersections most impacted by BRAC-growth.** The goal of the BRAC Intersection Program is to develop and fund the most-cost effective improvements at priority intersections significantly impacted by BRAC. The program is structured to provide flexibility; available funding allows for intersections to continue advancing through the project development process, to the point where construction could begin once additional funding is identified.
 - The Design and Engineering phase remains fully funded – allowing the projects to continue to move forward on an expedited basis.
 - Some funding is available for construction of targeted improvements.
 - As more funding becomes available – through improving economic conditions, support of our Congressional delegation and creative financing strategies – MDOT intends to have projects ready to go to construction.
- **MDOT/MTA will continue to pursue transit improvements supporting BRAC.**
 - MARC is moving forward with the purchase of 13 bi-level commuter coach cars that will relieve overcrowding by adding capacity. This is in addition to the purchase of 26 new locomotives that will begin to arrive early next year.
 - Additional afternoon peak and late night service was initiated earlier this year.
 - For the long-term, MTA will continue to plan for service improvements and expansions to the MARC system. For example, MTA is conducting the necessary planning for a MARC Storage and Maintenance Facility at Aberdeen Proving Ground, a project that will support future service expansions.
 - MDOT will continue to work with BRAC installations to develop plans for employee shuttles to nearby transit stations, as well as other demand management strategies.
- With our economic challenges, MDOT's strategy for "high/low" remains just as important today. Time and money remain the biggest challenges to addressing BRAC.
 - Our work on BRAC does not stop in September 2011, the BRAC implementation deadline. Work will continue on higher-capacity, higher-cost projects supporting regional growth needs. These projects take significant time to plan, design, fund and construct.
 - We must also continue to pursue lower-cost, lower-capacity projects that can be built quickly and cost effectively.